

Coupon

TIMES COUPON.

This Coupon and \$1.73 entitles bearer to 7-yard dress pattern of 39c. wool dress goods if presented at the Palais Royal on MONDAY, October 19, 1896.

worth \$1.



\$8.98

Cheviot Costume—navy and black; silk lined; tailor finished; claimed equal any rival at \$11.50. Compare with the suits elsewhere at \$11.50.



\$7.50

English Tan Box Coat, latest London style, silk lined, tailor finish. \$8.50 elsewhere, we claim.



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An Imported Irish Frieze-tan mix-ture; velvet collar; silk lining, \$8 elsewhere, we claim.



\$6.98

Seal Plush Cape—fur, jet and braid trimmings; fancy taffeta silk lining. \$8.50 elsewhere, we claim.



\$9.46

Black Melton Cloth Jacket—silk lined; throughout; made by man tailor. \$12 elsewhere, we claim.



\$8.48

English Kersey-In—brown, tan, green, navy; astor, superior in every respect. Note the hand-braided front. \$20 elsewhere.



\$16

Tailor-made Costume, in which only the best English suitings are used, superior in every respect. Note the hand-braided front. \$20 elsewhere.

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3 1/2 yards long. 54 inches wide. **\$1.29** Cheap at \$2.48.

The most important purchase in the history of Washington has just been completed by Mr. McGinnis, the representative of the Palais Royal Upholstery Department, and Mr. Frank Magee, of Simpson, Crawford & Simpson, New York. The stock is from Messrs. W. and J. Sloane, the leading house in the curtain trade. Lace Curtains can be offered at less than wholesale price. The Palais Royal share of the stock is to arrive Monday morning per Adams Express. The sale to commence at 10 a. m., on fourth floor.

Lace Curtains.	Brussels.	Irish Point.
39c. pair for 75c. quality	\$2.98 pair for \$4.50 quality	\$1.79 pair for \$2.98 quality
98c. pair for \$1.50 quality	\$4.98 pair for \$7.50 quality	\$2.89 pair for \$4 quality
\$1.29 pair for \$2.48 quality	\$7.98 pair for \$10 quality	\$4.98 pair for \$7.50 quality
\$2.98 pair for \$5.00 quality	\$12.50 pair for \$18 quality	\$6.98 pair for \$10 quality

The proper hanging of Lace Curtains is important. Our experts will hang all curtains at \$2.50 and up free of charge.

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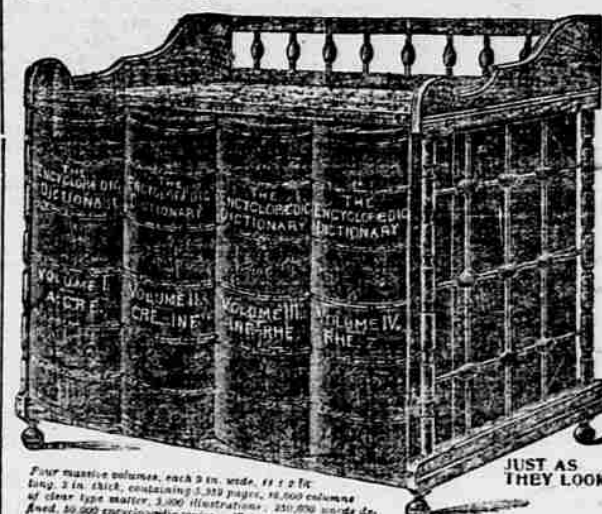
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ROCK CREEK PARK'S BEAUTY

Various Points in the Great Breathing Spot.

THE WAY TO IMPROVE IT

The Plans Proposed by Those Interested in the Future of the Place.

October is the month to see Rock Creek Park. The season is a little farther advanced in the country than in the city, and the tints of autumn are bright a week earlier and disappear a little sooner.

They are now at their best in the park, and in the clear, frosty mornings there are few sights in this region more gorgeous or inspiring than the masses of russet, red, gold, purple, brown and yellow, with broad reaches of green and patches of brilliant scarlet.

A drive through this pleasure-ground of the nation is a delight at any time of the year; it is unexcelled by anything of the kind elsewhere in this city.

There is a great lack of road ways to make the place really accessible, so the horses can only take the sight-seeing to a title of the pretty places.

This is especially true of the rugged and more picturesque half of the reservation at the northern end, where there is not a single road that deserves the name, from the old Military road to the District line.

Even the Rock Creek Ford road is not kept up, and is not inviting to a third driver. Furthermore, it leads only to the creek, and the traveler is obliged to turn there and go over the same ground twice.

The only really good road that allows a view of a portion of this end of the park is the tunnel road that skirts the grounds on the west for a long distance.

IN THE HEART OF THE PARK.

There is a rough track that has been practically abandoned, leading off to the right from the Rock Ford way, just before it enters the park, and going up into the heart of this unfrequented northern end. It is a safe for a bold and experienced driver, but should not be tried by any other than the most expert.

Probably one of the first outlays in this section will be to make a good road from one end of the reservation to the other. At present the most convenient point of access is from Park street, in Mount Pleasant, by what is sometimes called the Lillian Hill road, but is really only a continuation of the Pierce's Mill way, and is often called by that name.

A rapid descent brings the party to a dirt road, across which the cinders flame out, and in which the tree trunks have been, taunted prominently by the recent frost. It is filled with mud, underbrush, and rural enough for a mountain side.

Less than half a mile farther is found the creek, cutting deep into the clay and sand, with huge boulders lining its side and glistening, cold, bare face, and with varied green of moss and lichen, through the rich foliage.

At the bottom the stream quarrels its way over jagged points and high-placed stones that seem to confine it, and breaks in foamy crests to run a way to clear limpid reaches that mirror the scarlet dogwoods and maple and sumac that overhang it.

A good open view of it is to be had at the first bridge, where there is a slight ascent and an open field on the right.

From this there is continuous interest along to the big bridge just this side the half-ruined structures that mark the place where old Isaac Pierce made meat and flour with his water mill three-quarters of a century ago. This place is almost too familiar to residents in Washington to bear description.

The quaint, rough-stone structures, five in number, that mark the progress of the

pioneer from his first settlement to the time when he was a lord among his fellow-men are unique.

CURIOUS STUDY.

Several of them bear at the gables the dates of their construction, and make a curious study. The first, far up the hill toward the modern farmhouse where his descendants live today, bears the earliest date, 1801, while the big mill down by the creek bears the latest, 1822.

The dam, which can be called to the fancy with its setting of October coloring by the accompanying picture, is nearly a quarter of a mile above, while the ruined mill race, overgrown with tangle of birch and beech and oak, maple, sumac and ash, fits the space between with decaying timbers and terminates with the broken legs and iron fastenings where the wheel was hung not many years ago.

At the bottom of a dismantled bridge across the race is a huge beech tree, which bears the rough-carved initials of a half a century. The earliest that is decipherable is of the date of 1832, while the latest noticeable is of 1883, about the time the property passed into the hands of the United States.

There are signs all over the park, warning the public not to trespass by hunting, or by breaking the trees or pulling flowers. With the wealth of golden red and pretty leaves as a temptation, this last injunction is probably not very carefully obeyed.

After leaving the mill it is the broad branch road that leads along the side of the bridge going over Hagden's mill. The road here, known as the Argyle, opens one of the pleasantest drives of the trip. It goes back across the park and brings the visitor to the beautiful hills about the Fort Belknap fortifications. The giant shoulders of these lower on the other side of a ravine.

These pictures are from photographs made by Mr. Eugene Lee Ferguson and a friend, of the Bureau Camera Club. Mr. Ferguson says that there is hardly an amateur photographer in the city who has not wasted places enough upon Rock Creek views to start a supply.

The Argyle road opens out on the way to the Brightwood Driving Park, and a little beyond the Military road is reached. This goes back across the park and brings the visitor to the beautiful hills about the Fort Belknap fortifications. The giant shoulders of these lower on the other side of a ravine.

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regard all efforts to improve by smoothing off any of the sharp points with a pick and shovel a share of what has already been done as a positive imperfection.

MORE ROADS WANTED.

Between the two sets of extremists is the great majority of those who have given the matter any attention. They want a little improvement as is consistent with the full enjoyment of the park by the people for whom it is intended, but they want roads cut, so that everyone may get about and see the marvelous things the creative power has wrought in tree and stone and running stream.

The roads already cut are regarded as of the greatest advantage, and it is asked that more be made at the proper places, so that the entire park may be available to all visitors. It is something of this kind that, so far as has ever been made

ought to be done. There is a way graded from a point a few hundred yards beyond the picturesque stretch that begins soon after entering the park by the road from Mount Pleasant by Ingleside as an extension of Park street.

It runs along the side of the hillside north of the main highway, and finally reaches the crest between a half and a quarter of a mile northeast of the Pierce Mill and near Mr. Thomas Hagden's Argyle line.

This roadway has never been completed, and is now grown up with weeds and brush. It would require very little expense to make it passable, and it opens up quite a new view, a broad survey of this most picturesque section of the reservation.

Another point where a great deal is concealed behind the shoulders of the hills covered with heavy woods is southeast of bridge No. 13, where the old military

here would be considerable, but the advantages gained would be permanent and would many times repay the outlay.

North of this old military road there appears to be only one road, although this section comprises nearly half the entire area of the public grounds. This road is the Rock Creek Ford way, and on the maps is a blind path ending at the creek, but really is open through the park. There for near a mile there is nothing more than a stream there is nothing more than a bridge path. This will probably be the next work to receive attention.

An improvement that has been suggested is the construction of a lake. Nothing so adds to the beauty of a pleasure ground as does a handsome sheet of water, and if it can be made large enough to afford a quick carman an opportunity for exercise and study, at the same time a point is added to its desirability and usefulness.

Just where this will be located has not even been carefully considered as yet. There are several points where the construction of the dam necessary for the purpose would be easy, but the configuration of the land above must be considered and measurements accurately made to determine just where the water would go.

One place that looks off-hand as if it might be easily adaptable to the purpose is the valley around bridge No. 13. The valley there, however, runs close to the park line, and the building of a lake would probably encroach on some of the neighbors. This point will need to be considered, wherever the site is chosen. Of course, more ground may be obtained, but at the owner should resist, very considerable difficulties could be presented.

When the park was first talked of a plan was discussed for the construction of a lake by putting a dam at the High bridge, where the Chevy Chase line crosses the creek. This has not been spoken of as feasible for several years.

About two years ago, when the proceedings for closing up the work of the commission appointed to make the purchase of the land were in progress, there was talk of laying out a lake at the extreme northern end of the park, where there is a piece of low ground, which it will be difficult to use in any other way. The difficulty encountered was the likelihood that the water would be backed up so as to overflow lands in Maryland, and then there

road, constructed in war time to connect Fort Stevens with Fort De Russy, crosses the creek.

This was the line most vigorously attacked by Gen. Early who made his famous dash in an effort to capture the Capital at the close of the war, and found only a handful of regular troops re-enforced by quickly organized companies from the departments, the navy yard and the government works to resist his progress.

At the bridge there is a narrow valley, making a low bank to the stream on both sides, and so it continues for 200 yards down. The stream spreads out and is shallow and sluggish, with a broad island between its channels; then it turns sharply to the south and runs between high banks for a long reach toward Hagden's mill.

This is entirely inaccessible except to the thoughtless, who used to passing through underbrush and seeking out-of-the-way places and experiences. It would probably require a considerable outlay to put a satisfactory road into these hills, but it would amply repay the expense necessary. There is hardly a more interesting series of hills in the park.

CREST OF THE HILLS.

Again there ought to be some means of reaching the crests of the hills upon one of which is the remains of old Fort De Russy, one of the few places where the remains of the extensive earthworks that were thrown up to defend the Capital can still be traced.

The ruined fort is on the top of one of the highest hills anywhere in the vicinity. The walls of the quadrangle stand after all these years eight to ten feet high, and are overgrown with young trees and shrubs. Within the wall is a great variety of forest trees grown up twenty to thirty feet tall.

The drive over the hill would enable the traveler to see this ruin, and at the same time would give him a fine prospect to the southeast and northwest. The cost

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PIERCE'S MILL DAM.

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